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“WEATHER AHEAD”

STEVE RAY

Seascout Number

EXCELSIOR

Official Boy Scout Shoes

Camp Time is
Here Now

None Genuine
Without This
Label

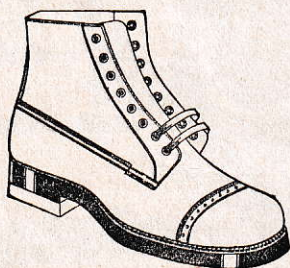


C'mon, fellas, be outfitted right with a sturdy pair of *Excelsior Official Boy Scout Shoes*. These shoes are approved and made to the specification of the **BOYSCOUTS OF AMERICA**.

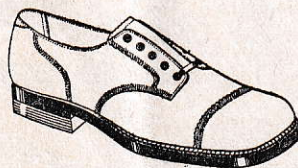


The Genuine
Excelsior Official Boy Scout
Camp Shoe

The Official Boy Scout Moccasin Camp Shoe. Medium Shade Tan Elk Moccasin Blucher on the MOC-CASIN last. Half bellows torque. Brass eyelets. Inside ankle patch. Rubber heels. Gro-Cord sole. You walk on the ends of thousands of cords molded into the rubber. You can't slip.



The Official Boy Scout Service Shoe. Regular Army Type Blucher. MUNSON last. Soft, sturdy, strong uppers. Heavy double oak soles, or heavy overweight single soles, rubber heels. This is the ring leader of the gang. Built to give real comfort on the hike.



The Official Boy Scout Dress Oxford. Class No. 1 leather. Medium Shade Tan Veal Blucher Oxford on the snappy BOBBY BURNS last with wide extended leather soles. rubber heels, match eyelets and Armstrong cork box. You will be proud to wear these for school.



The Official Boy Scout Outing Play Shoe. Tan Elk Lace to Toe Blucher with tan veal stay, back stay, ankle patch and outside counter pocket on the BOBBY BURNS last. Hood sport rubber sole and heel. Brass eyelets. On the bike, shooting marbles, or playing ball, it's "there."

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THE GREAT BOLOGNY DISCOVERY

By Hezekiah McSnafflebit

THE subject was first generally discussed as the "Ranger" was holding an informal conclave up in Joe Henderson's den. Joe's room was a nautical curiosity shop. Sea goin' junk tumbled out from anything you moved. The walls were covered with diagrams and old prints and lithographs of ships and marine paintings, with a few athletic trophies and other curios. At the head of the bed hung a cutlass and pair of old pistols and the mirror on the low dresser was garnished by a couple of walrus tusks and a whale bone. Two long chests, covered pretty well by the crew of the "Ranger," and a roll top desk on which perched a radio receiver, completed the room. It was a comfortable, interesting place and the gang had a way of drifting up after school discussing, planning and panning anything that happened to be the order of the day. Most of the stuff that the Sea Scout Ship, "Ranger" got off on more formal occasions was hatched in this room.

As I came in, Pete was saying "There's certainly something goofy about that part of the lake and nobody I've heard of has taken the trouble to explore it or clear it up."

"Have you heard of everybody?" droned Clem, the ship's cynic.

"I know there's nothing on the chart except a notation to beware of fog at that place," Pete added, with a trace of heat. "There's nothing in that part of the lake to attract traffic anyhow, and the lake boats don't go near it. I'll bet a gedunk for the crowd that one or two of those old lake schooners that 'disappeared without trace' did their disappearing in that fog. The "Maria D. Steele's" course lay along there and there was no bad weather for days after she was due at Sault Ste Marie—in fact there was a flat calm for two days. Then there was the "Lysander Williams" and the brig "Orpheus" which were lost in that region and no trace ever found. If you want something modern—what happened to Kent Harvey and his power cruiser "Adeline" twenty years ago? She was never seen after she left Isle Royal!"

"He lit a match to see if he had any naptha, or maybe the wheezy old packet collapsed from overwork," suggested Clem, helpfully.

A dirty look from Pete imbedded itself harmlessly in the wall.

"It would be pretty foolhardy—bumming around in an uncharted fog area. What makes you think there's land there?" queried Stan, the hard-headed.

"Doc—how about it?" said Pete.

Doc, the ship's doctor, electrician, chemist and scientist extraordinary, regarded the assemblage through his horn rimmed goggles and spake: "There are many indications of pre-historic volcanic activity in that area. There is considerable lava formation in Ontario, just north of there, and it's my idea that the fog rises from a lake of hot water on a volcanic island. The air is cool and for some reason seems to be inactive around there. The fog covers the lake like a sticky blanket for miles."

"I think it would be keen sport," said Bob, the enthusiast.

"It would be something unusual and interesting," said Joe, deliberately.

"It's the bologny," said Clem, making a "snoot." "It's ridiculous, preposterous, dangerous and entirely out of the question. When do we start?"

That was in March.

II

One moonless July evening Doc, with two accomplices, walked down the yacht club gangway bearing a huge roll of something covered with dark oil cloth.

"What the dickens is that—" "Well I'll be—" "Where 'ja get it?" etc., came from the rocking chair squadron in the gloom of the half deck.

"It's the bologny," said Clem, stepping out from behind Doc.

"Yeh" said Pete. "We just murdered that half wit, Clem, and we're taking pieces of the body out to feed the dog fish—it's the bologny, all right!"

"Taint so," expostulated Clem. "Pete killed his grandmother for the gold in her teeth and—"

"Pipe down and get the dinghy!" hissed Doc.

"Going for a cruise, boys?" inquired the Vice Commodore.

"Yes, sir," said Pete.

"Anywhere special?"

"Thought we'd go up into Lake Superior for a change—never been there before."

"Be careful about that, some treacherous shoal spots in the middle of deep water and things like that."

"We're pretty well prepared, sir, and we have been to Mackinac and back three times. Joe and Mike are good navigators and we're all experienced."

The Vice Commodore followed up with some more well intentioned advice which Pete soaked up while Doc and the other "Rangers," who presently appeared, loaded stuff in the dinghy and pulled off in the dark.

At the first gray light of dawn, the yawl, "H. M. S. Icebox," floated like a ghost out of the harbor and stood off N N E ½ N for the straits of Mackinac. Gulls flapped about scooping up their breakfast, a damp, fresh, fishy breeze filled the sails and the water gurgled musically under the stern. The six boys on deck sniffed the air, filling their lungs, tingling with that indescribable thrill which only a sailor man can experience at the feel of the living deck under his feet and the thought of adventure ahead. Clem was below filling his lungs with the smoke of the oil stove and the inspiring odor of frying ham and eggs.

There followed three days of rough weather, during which Clem seemed to have a lot of time on his hands, before the good ship "Icebox" rattled her anchor chain in the harbor of Mackinac Island. Here the crew trimmed ship and loafed for a day, then slipped around through the St. Mary's river into the cold waters of Lake Superior. The following evening they saw an ominous low bank of fog to the North West.

"Trim sheets and clear for action!" sang out Joe, grinning to hide the pounding of his heart. "All hands on deck!"

"Aye, Aye, Sir!" roared the crew as the blocks rattled and the bow swung toward the fog.

As twilight fell, the wind died to a light air and the yawl drifted with a certain sinister deliberation toward its object. The crew was anxiously silent and every eye strained to find a hole in the enigmatic curtain. Joe scowled. It had just occurred to him out of a clear sky that the yawl had been built for Kent Harvey twenty years ago. Pete came aft and asked a low question. Doc came up the companionway.

(Continued on page six)

FLEET NEWS

The Quest has continued her racing career another year. In the first race this year she won, being skipped by Portmaster Herbert. In the second, she was sailed by Ned Stevens and won, while the third race was won and sailed by Dick Stevens. Kenneth McClelland made it four in a row last Saturday.

The J. P. Cutter is about ready for use and the crews of the Corsair, Revenge, and Farragut are ready to go.

Bos'n Jack Hough of the Revenge has been operated upon to have his appendix removed. It won't be long now.

Lyman Anderson of the Revenge is to be Q. M. of the canoe trip down the Rock River to the Mississippi and he will also be in charge of Sea Scouting at the Advanced camp. If you boys can't go on a cruise, go to the Sea Scout camp.

The Tondelayo, the noble sloop of the Revenge, has recently had her nice green decks dipped and all the dandelions removed. There is some thought of installing a tennis net to supply amusement for the apprentice Sea Scouts when in harbor.

The Sea Scouts of the Farragut are becoming demon model yacht sailors and there is some thought of sending two of them to Washington to represent the Ogden Park Model Yacht Club in the six meter model races.

Tommy Ryan of the Flying Cloud is so eager to work on the Idler, that it is necessary to kick him out from under foot. We wish we had more sailors that needed kicking.

The Corsair announces the promotion of Henry Lawrie and Stephen Davison to Bos'n Mates.

The Idler has fallen heir to some sail canvas and some paint donated by the Yacht Swordfish and also some line and a fisherman from the yacht "Blue Moon." Thank you.

The Quest was recently lowered to the rank of a power boat and Dick Stevens acquired the title (Swencher) when an Elto "Grad" was used for an auxiliary.

The Idler has established a record for cargo carrying. On Decoration Day, 34 Sea Scouts were carried in the morning, while in the afternoon 39 guests and sailors were aboard for a short cruise.

The Idler acknowledges with thanks the gift of 150 feet of wire cable and several turnbuckles from Mr. Birker of the Armory.

Mr. Megaw, Ex Skipper of the Corsair, has been made an Ensign in the Naval Reserve in order that a wireless transmitting set may be installed on the Idler. A regular schedule will be maintained with Great Lakes Station.

Northwest Squadron undertook an overnight cruise to the South Sea Islands. Large order? Twenty-four members, of all grades, of the crews of John Paul Jones and Old Ironsides pulled the Columbia Y. C. cutter down to the new island built up by the South Park board. Camp duffle was landed on the beach, after which the cutter was gotten off and rowed to a quiet mooring in the lagoon.

After chow, a villainous band of smugglers vanished with a can of marshmallows—hotly pursued, after suitable interval by an intrepid company of revenue agents. Bloody struggles ensued in the thick night but there were no permanent casualties. The marshmallows were licked from the start.

The next morning there was cutter practice, abandon ship drill (real stuff) and rain. The lake was quite obstreperous on the return trip and the fellows gained some experience in handling boats under these conditions. A lot of camp duffle was brought off the beach in a small boat while the cutter hove to just outside the breakers. Almost all the crew had one chance at the tiller and on the whole a good time was had. Next time, however, we'll try and have it rain in the country, where it's needed.

Memorial Day, the S. S. S. Idler, 8 bells, ran her colors up to half mast in true ship's form. At 7 bells cast off and made sail with party of sailors from Naval Post, American Legions. 11:45 a. m., passed outer light. 11:55 a. m., laid to. Bugle sounded. Attention, Starboard side. At 1 minute of 8 bells high noon, the skipper all hands at attention.

Mr. Jack Holbrook made the following remark: "In the name of all departed sailors who gave their lives on the high sea in the defense of their country and flag I place the wreath on these waters which is their last resting place.

8 bells was sounded, the colors run to the peak of the gaff.

The skipper ordered helm-a-lee and the ship was under way again under full sail.

SOUTH POLE EXPEDITION

BY the time you read this, it will probably be too late (limit July 15) for further applications for a place in Commander Byrd's Antarctic Expedition, but to ease your curiosity we print the requirements. Some lucky Scout is going to make a trip he'll talk about 'till his grandchildren chloroform him. But he has to wrestle successfully with the following eleven paragraphs:

Byrd Expedition to the Antarctic

The following provisions constitute a basis upon which the candidate will be selected.

1. The candidate must have had a minimum of two years membership in the Scout Movement attaining First Class or Able Sea Scout rank.
2. He must present a certificate from his Scoutmaster or the Chairman of the Troop Committee showing his record as a Scout, rank, length of service, and such reasons as can be presented for recommending him for selection. The statement should certify that the Scout has actually put into practice in his daily life the ideals and principles of the Scout Oath and Law, and the Motto "Be Prepared," and the Daily Good Turn; maintained an active service relationship to Scouting during the period of his membership and made an effort to develop and demonstrate leadership ability.
3. Preference will be given to the Scouts who hold Merit Badges in Physical Development, Astronomy, Aviation, Electricity, Handicraft, Hiking, Pathfinding, Photography, Pioneering, Signaling, Stalking, Radio, Seamanship, Blacksmithing, Carpentry, Conservation, Interpreting, Journalism, Leather Work, Machinery, Painting, Plumbing, Surveying and Taxidermy.
4. The candidate must present a certificate from his Camp Director or Skipper, Scoutmaster, or other qualified authority showing that he has had camping or cruising experience of at least one week during each of three summer camp sessions, and in winter camping. Special emphasis should be placed on his ability to stand cold weather. He must also present a statement of over-night and short term camps in which he has participated during the past three years, giving location, duration of camp, approximate number in the party and the camping conditions, and his own service relation to the camp. The committee will give consideration to outdoor experience in making its final decision.
5. He must present a certificate from his teacher, school principal, dean, or other qualified authority, giving his record for his last year in school.
6. He must present a physician's certificate of a thorough physical examination and a record of illnesses he has had during the past three years. Such an examination must be as thorough and detailed as that required of candidates for the U. S. Army and Navy.
7. He must be between the ages 17 and 20, (that is only Scouts born between August 1, 1911 and August 1, 1908 are eligible).

8. He must present a certificate signed by parents or guardian approving his application, and signifying the correctness of the statements concerning him, and stating that they know of no reason why he should not successfully make the trip.

9. He must submit an article of 500 to 1,000 words stating the reasons why he wishes to become a member of this expedition, and why he feels he is qualified.

All candidates must submit a photograph (not a snapshot) and submit this application through and with the endorsement of their Local Council or Scoutmaster, if Troop is not under Council.

Letters and other evidence should be submitted from the Troop Committee, Court of Honor, Local Council and others qualified to testify as to the character of the Scout, his courage, resourcefulness, leadership, ability, adaptability, quality of endurance, initiative, industry and his **experience and action under stress.**

The requirements are not easy, but neither is the service. The arctic and antarctic regions are marked with the bones of courageous men who battled with nature and lost. Even in the last few weeks the papers have been full of this. Only the exceptional man can hope to succeed. Only exceptional men are wanted for an expedition of this kind.

Commander Byrd admits he expects a lot of his Scout, but the men whom he has singled out in the past have become famous.

Gosh! the opportunities for a fellow in the Boy Scouts!

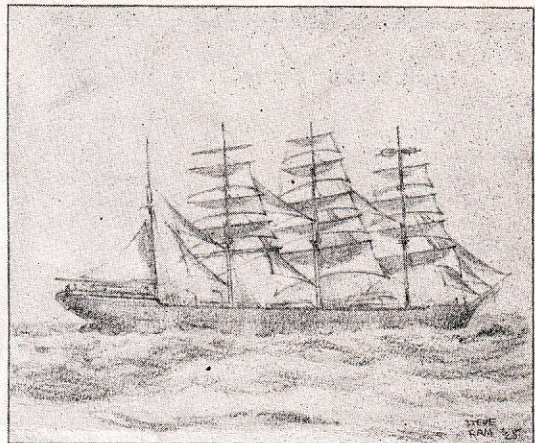
THE RETORT COURTEOUS

THE scurrilous attack published in last month's issue of Scoutcraft prompts this reply, which is to be a history of the "Idler's" engine. First, let me say this, that if a ham sandwich had jumped out of the carburetor, that it would never have had a chance to utter a cry, much less chase the engineers out of the cabin. Any sort of eatments never had a long life on that boat. However, to return to facts. The subject of an engine for the Idler was brought up soon after her purchase, when it was found that the engine in her was much too smart for the engineering force. Due to a lack of funds, a marine engine could not be purchased, but after a long search, a 1918 Locomobile was purchased. The intention being to use the engine and sell the car body and parts. The first difficulty was that the engine turned over in an opposite direction to the propeller wheel and we could not afford a new propeller. The problem was solved by Mate Edward Stevens. He drew a diagram for the reversal of the engine and the use of a noiseless chain drive from the forward end. The technical details were worked out by Harry Harders of the Calumet District, who has been the chief engineer of the installation. The last period will mark a period of violent activities and moments of rage, despair and hope. Then the American Link Belt Co. was persuaded by Commodore Holbrook to donate a noiseless chain and the engine was ready for testing. I am overlooking the work of putting the engine into the boat because a detailed description would be too painful. The first trial trip was conducted by Dick Stevens, Chief Engineer; Henry Lowrie, Chief Wheelsman; R. Lorentzen, P. B., and George Comstock, Chief Pessimist. It was also conducted in the presence of two motor boats that were supplied by the Chief Pessimist, for purposes of safety. The motor and shaft, as a result of the aligning noted in the last issue of this sheet, functions perfectly and the crate was driven about 7 M. P. H. S. at about three-fourths engine speed. The next day the ship was again taken out and put through her paces in a S. E. gale that had kicked up such a wicked slop that only a few power boats would brave it. The Idler cut her way into the waves with the greatest of ease and made about four miles into the waves. It seems a certainty that the Idler will go anywhere, any time under power as long as the gas holds out. (Gas consumption—1 mile per gallon.)

WINDJAMMER DAYS

"Come up on deck, mates—look out for that top step—some of the boards are loose on the floor. Haven't been up in the old attic for a long time. There's the old sea chest. No finger marks have disturbed that dust for years. Say—every bit of junk in this old box is encrusted with stories like a ship with barnacles. See this? I used to keep notes on the records made by the old clippers. Some interesting reading here.

"Sovereign of the Seas," logged 5,301 nautical miles in 22 days. That was never beaten by any ship. Here's the "Flying Cloud" which went from New York to San Francisco, around the Horn, in 90 days at a time when 120 days was a good passage. The "Flying Fish," her sister ship, made the same run three times in 101 days and seven times in 106 days. Here's the Yankee clipper, "Palestine" left New York after a fast Cunard steamer and beat her into London. Those were the days!



*I must down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea gulls
crying.*

John Masefield

"Remember the chanty 'Blow the man down!?' The famous packet "Black Ball" that "Kicking Jack" commanded sailed the Atlantic for 29 years. In that time she carried 30,000 passengers, had 1500 babies born on board, and never a seaman, sail or spar was lost. Some record!

"Know where Penang is? The "Florence" went there in 81 days from New York—unclewed her tops'l halliards only once to take in a single reef.

The "Ino" came home to New York from Singapore and the "Shooting Star" from Canton in 86 days. The old "Comet" shot around the Horn at the rate of 210 miles a day for 83 days.

"Those old Yankee skippers were wise in the ways of the sea. They knew the strength of the wind and the resisting power of spar and hemp. They 'carried hard' and made record passages with fewer accidents than European stump sparrer craft.

"Oh, that I could run out on a royal yard again, and furl sail in a blow. I'd give a lot to feel the ship heel, and rise over a big one and hit the next one in the middle, tossing spray all over. It would be great to roll into my bunk again and hear the timbers creak and the rain pattering on deck, or stand an extra trick at the wheel on a dark, rainy night.

"Those big white clouds of sail that once swept the seas flying the stars and stripes are almost gone now—and they won't come back. Yankee ships and Yankee seamen. Their glory will never be dimmed and it makes my chest swell when I think that I had a hand in it, years ago. We ought to be carrying on the tradition today, but other countries have the fast ships now.

"What was that? Midnight! Eight bells! Ha-ha-ha! Pipe the watch below, mates, time to turn in!"

Old Timer

THE DAY'S WORK

GETTING UNDER WAY.

IN A RACE - WHEN
BEING PASSED BY
ANOTHER BOAT

HEY! YA WANT
A TOW?

A COUPLE O' SALTS

NIGHT LIFE
AT SEA

YOU CAN
ALWAYS DEPEND
UPON THIS ONE.

Sea scouts
at work.

WHAT?
NO GROG?

BOXING
THE COMPASS

JOKE SECTION

SKIPPER: WHERE'S THAT STAR I
TOLD YOU TO STEER ON?
SEA SCOUT: WE PASSED THAT
FIFTEEN MINUTES AGO.
(FINIS)

HELPFUL HINTS FOR
SEA SCOUTS
LESSON NUMBER ONE
THE SQUARE OR REEF KNOT

USED CHIEFLY TO TIE REEF
POINTS WHEN REEFING IN
CANVAS BECAUSE IT IS SO
DELIGHTFULLY EASY TO UN-
TIE. WHEN SHAKING OUT IN
A HURRY - LUBRICATE THE
KNOT WITH WATER - PULL ALL
ENDS HARD AND CUT WITH A
KNIFE.

G'BYE

DROP ME
A LINE!

COMIC SECTION

LAND HO!

WHERE
AWAY?

FAR
AWAY!

WHAT?
NO GROG?

BOOK NOTES

IT seems that animals are in for their share of publicity this year, for we have just received another book about them. This one is **Wild Animal Pets**, written by the two people who seem to have had the most interesting experiences with them. They are William and Irene Finley, who act as game wardens for the State of Oregon. They have made friends with bears; they have reared little panthers; they have nursed a wee bundle of nondescript fur which turned out to be a coyote; they have visited the habitat of a baby moose, that square little creature with the big head and long legs; they have become intimate with a condor family, the old "General" of which has proven to be a most gentle companion. The book tells in a charming way about these and other little "wild" friends, and contains pictures of them that alone make it a delightful possession. It is published by Scribner's and sells for \$3.00.

Twenty snows have come and gone since the brave Matasa, chief among the Iroquois, was treacherously slain by a member of the Ojibwa tribe. Twenty snows—and yet he has not been avenged. Now Matu, the son of Matasa, has grown to manhood, and he sets forth to seek retribution of the vile offender. The tribe gives its blessing, ready to undertake a serious war with the people of the Ojibwa, if necessary, for the blood of a warrior falsely slain must be avenged. In Montreal, at the same time that Matu sets forth, a young Scotchman also prepares for a journey into the Indian country to seek his father. Both journeys abound in thrilling episodes, and when the two youths meet and become friends in the Far West, they join hands against their common enemy. The story of **Matu the Iroquois** is written by E. G. Cheyney, and published by Little, Brown & Co., for \$2.00.

A very unusual book is **Heroes of Modern Adventures**, by T. C. Bridges and H. Hessel Tiltman. It contains accounts of perilous journeys and hazardous expeditions of modern times, taken in the name of science, but so full of the spirit of real adventure, courage and determination, that they make fascinating reading. Every wide-awake Scout will enjoy this book, which is published by Little, Brown & Co., and sells for \$2.00.

"Trueboy was a beautiful pup. He was jet black with four snow-white feet. His eyes were a luminous, yellowish hue, with something wistful, anxious in them. And even at this age, Trueboy pricked his ears up straight" And so begins the history of **Trueboy**, written by Thomas C. Hinkle. Of his life in the longhorn days of Kansas, with its lonely, snow-bound winters and far stretches of wild forests and open ranges; and of his great fight with "Old Roarer," the gray wolf which was hunted and hated by all the countryside. The book is published by the William Morrow Co., and costs \$1.75.

For Scouts who are interested in handicraft, and particularly those specializing in model airplanes, there is a new book entitled **Building and Flying Model Aircraft**, by Palu Edward Garber. Mr. Garber tells how to make many different types of models, giving instructions with diagrams and illustrations in each instance, all clearly and simply presented so that any boy can easily follow the plans. The book is published by the Ronald Press, and sells for \$2.25.

In **Tam of the Fire Cave**, Howard R. Garis has given us another hero of prehistoric times. Because he is crippled, Tam is unable to go and fight with the men of his tribe but must stay at home or in the Fire Cave of the Magicians. But Tam is clever, so he discovers new ways of being useful. He finds new methods of getting food for his people, and of cooking it; he saves the tribe from starvation; he helps to rescue his father from the dread enemy. His quick brain proves of greater worth to the tribe than its greatest warrior. Published by Appleton, the book costs \$1.75.

These books may be purchased at BRENTANO'S

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¶

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selves who know Scouting and
love Scouting—

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BETTER PICTURES WITH YOUR CAMERA

J. I. Crabtree and G. E. Matthews*

Every outdoor enthusiast who uses a camera wants to bring home good pictures that will call to mind the pleasant associations as well as the thrilling moments of his vacation. If you take a picture of your boy at the moment of landing his first trout, you want that picture. And it is to help you get that picture and others of similar importance that this popular article has been written.

Cameras are supplied in many different sizes and styles, varying from the simple box to the precise, refined, reflecting type of camera with focal plane shutter. Users of the latter who may be expert workers cannot hope to learn much from this article, as the subject matter will be confined to an elementary discussion of the basic principles of the use of the camera.

The real teacher for camera users is experience, though a study of the direction booklet accompanying your camera, before you attempt making pictures, will prevent wasting film. Such manuals are usually written in simple language and make it easy to understand the mechanics of your camera as well as certain fundamental rules of making exposures so that you will be a long way towards reaching the ultimate goal of every photographer—a perfect negative.

Types of Cameras

1. **The Box Camera.** As its name indicates, the box camera of the Brownie type consists of a box with a hole cut in the center of one end behind which is the shutter and the lens. The distance between the lens and the film is never changed, so that the camera is said to have a "fixed focus." Such a camera will take first-class snapshot pictures provided the light is sufficiently strong and the object is not moving too rapidly. "Time" exposures can also be made with most of them. The advantage of the more expensive folding cameras, in addition to their compactness, is their ability to secure snapshots on duller days and to stop the motion of moving subjects because of their faster lenses and shutters. The more expensive lenses are also necessary for critical sharpness when photographing subjects with parallel lines such as buildings, but for average outdoor subjects the box camera and its lens are entirely satisfactory.

The shutter on the box camera consists of a disk containing a slot. When a snapshot is taken by pressing the exposure lever, a spring gives the disk a turn and the slot passes before the lens, thus exposing the film. The opening in front of the lens is reduced by introducing a metal strip containing three holes, each one of a diameter smaller than the lens. This "stopping down" of the lens improves the sharpness of the picture near the edges. The smaller stops, however, cut down the amount of light falling on the film, so that it is desirable to use them only on distant landscapes in bright sunlight or for time exposures. Pictures made with a box camera will be clear and sharp for subject distances of ten feet or greater provided the subject or camera do not move during the exposure.

A safe rule to follow for instantaneous exposures is not to try to make pictures until two hours after sunrise or later than two hours before sunset. The following table indicates roughly the exposures giving a good picture with several different subjects:

* Kodak Research Laboratories, Rochester, N. Y.

Outdoor Exposure Table for Fixed Focus Box Cameras That Have Single Lenses

For 2 hours after sunrise until 2 hours before sunset on days when the sun is shining.

Group 1—Snow, Marine and Beach Scenes—Extremely Distant Landscapes. Snapshot with Second Stop.

Group 2—Ordinary Landscapes Showing Sky, with a Principal Object in the Foreground. Snapshot with Largest Stop.

Group 3—Nearby Landscapes Showing Little or no Sky—Groups, Street Scenes—Full Length Portrait in Sunlight. Snapshot with Largest Stop.

Group 4—Portraits in the Open Shade, not under Trees or the Roof of a Porch—Shaded Nearby Scenes. 1 second with Third Stop.

When the light is poor and the subject is not in motion, it is possible to make good pictures by taking time exposures. There is a small release arm on the top of the camera which should be pulled up before making a time exposure. The camera must be rested on a rigid support such as a tripod, though a rock, a post, or, better, a table may be used with equally good results. A convenient method of holding the camera is to use a small clamp such as the "Optipod" which fastens on any table edge or board, or the "Kodapod" may be used which has metal jaws and a stiff spring, thus permitting attachment of the camera to a tree or post.

In estimating a time exposure, always "play safe" by giving too much exposure rather than too little. Photographic film has a wide latitude or range of exposure over which a printable result may be obtained. The film may be overexposed as much as a hundred times, and it will still give a good picture, whereas, if the picture is underexposed, it is simply lost because methods of improving the negative by intensification offer little consolation to the photographer. Remember, however, that in outdoor work a "time" exposure is a matter of seconds and not minutes.

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NATURAL HISTORY AND THE STAMP ALBUM

By LOUIS W. P. RENOUF, B.A., Dipl. Agric.
Professor of Zoology, University College, Cork, in the
National University of Ireland

(THE ELEPHANT Continued)

The huge bulky body, supported by the four massive pillar-like legs and bearing the enormous head with its characteristic trunk at one end and the fly-whisk of a tail at the other, is well known to everyone, and is well illustrated on such stamps as the 1 cent, 1906, of Liberia and the 1896 issue of Sirmoor. Yet how many realize some of the other main points of interest displayed by the structure of these enormous creatures, such, for instance, as the position of the legs, which are straight instead of having their upper regions bent and more or less enclosed in the body proper, as is the case in all other hoofed animals?

Are elephants hoofed, then? some of our readers may ask. Certainly they are, each foot consisting of five toes, enclosed in a common hoof, and furnished with from three to five flat nails, according to the kind of elephant and whether the foot is a fore one or a hind one. These features are shown to some extent on several stamps, notably the 4 cents, 1892, of Liberia.

Consider next the huge head, with its intelligent-looking brow—one of the greatest deceits in the whole of "Nature"—designed not to furnish a cranium or protective box for a colossal brain, but to support the enormous tusks without giving the animal an insupportable weight of bone to carry, this end being effected by the "spongy" nature of the very thick walls and other parts of the skull which contain numerous air-cavities.

The very tusks themselves are out of the ordinary run, not merely on account of the size to which they may grow, but much more because they are not canines or "eye-teeth," as are the tusks of most mammals, but very much enlarged incisors, which continue to grow throughout the life of the animal, while the huge molars or grinding teeth, though their total number is twenty-four, are never present in the mouth in a greater number than eight, and then only while replacement is in progress.

The general characteristics briefly mentioned above are common to all elephants, but there are two main species of elephant which differ from each other in certain well-defined particulars.

Of these the better known is the Indian or Asiatic, which ranges through India, Ceylon, Burma, the Malay Peninsula, and to Sumatra, in many districts of which it is tamed and so highly trained that it is one of the most useful servants known. This species is smaller in practically every way than its African cousin, large bulls rarely measuring more than nine feet at the shoulder, while the ears and tusks are considerably smaller, the latter being but slightly developed in most cows, and often—especially in Ceylon—in bulls. This species, depicted on the stamps of Sirmoor, 1896-99 (dollar values), Federated Malay States (dollar values), and Borneo, and forming the watermark of the 1865, 1866-67, 1868,

1873, 1874, and 1876 issues for East India, is distinguished also by its flatter forehead, a slight concavity behind the head, which forms a convenient seat for the mahout, or native driver, a long finger-like process on the upper edge of its trunk, the four flat nails on its hind feet (there are five nails on the fore-feet of both species), and by the more numerous ridges on its grinding teeth associated with its somewhat "daintier" feeding habits. White specimens occur in Ceylon and Mayala, and are regarded as being sacred in Burma and Siam.

A comparison of the animals figured on, e. g., the 1896 issue of Sirmoor and the 1 cent, 1906, of Liberia shows that the less familiar African elephant is larger in stature and leggier, reaching eleven feet, or occasionally more, at the shoulder, while its ears are bigger and its tusks—the main source of ivory—much more developed. These last are large in both sexes, but especially in the case of a large bull, a tusk measuring ten feet two inches in length by twenty-four and a quarter inches in girth, and weighing two hundred and twenty-eight pounds, being on record, though an ordinary good tusk weighs some fifty pounds less than this. Other differences are that the ridges on the molar teeth are coarser, in correlation with the fact that its food is woodier than that of its Asiatic cousin, the back is convex, the upper "finger" on the tip of the trunk is shorter, and the hind feet bear three instead of four nails.

In addition to these main differences the African elephant includes several distinct races, each of which is confined to a more or less restricted area of the African continent, and is distinguishable by the size and shape of its ears among other features. The chief of these are: (1) The "Cape," with enormous ears, in front of which are sharply pointed lappets; (2) the "Round-eared," of West Africa, in which the ears are large and oval, the lappets half ellipses; (3) the "Sharp-eared," of the Sudan region, whose ears are smaller and semicircular, with very pointed and angular lappets; (4) the East African—mainly of "German" East Africa, with still smaller ears, which are triangular; (5) the "Pigmy," of Belgian Congo, whose height is seven feet; (6) the "Albert," of the Abert-Nyanza district, distinguished by its unusually short and broad skull.

African elephants are seen on the following stamps: Benadir (Italian Somaliland), 1903 (1 and 2 besa); Congo Free State, 1894 and 1900-01 (1 franc); Belgian Congo, 1910 and 1915 (1 franc), 1923 (10 franc); Liberia, 1892 (4 cents), 1897 (5 cents), 1900-05 (5 cents), 1906 (1 cent), 1921 (5 dollars); Northern Rhodesia, and Sierra Leone—Georgian issue (3d., shillings, and pounds); the various "portraits" exhibited indicating some of the chief "racial" varieties.

ARCHERY

The Lincoln Archery Club have very graciously offered the use of the range and targets for Boy Scouts in good standing for practice for their Merit Badges. The range is open to Scouts on Saturday morning from 10 to 12 o'clock. A charge of 25c will be made for the use of the targets. Any Scouts who wish to take advantage of this must phone either Jessie A. Kesler, Pensacola 8580 or Field Capt. Hall Duncan, Sunnyside 8640 for appointment.

Here is a real opportunity for Scouts interested in Archery to receive real instructions, to qualify for their Merit Badges in Archery.

Troop 511 announce that their cabin in the Dunes will be available this summer for use of individual parties at \$7.50 per week-end, and for Scout troops at \$6.00. See Scoutmaster C. E. Hoole.

GOOD NEWS

WITH the Idler in fine trim and a well salted crew to handle her all season, long distance cruises will be made on a scale and with regularity never before achieved. The officers in charge will be: J. Holbrook, skipper; R. Stevens, E. Stevens, and J. Ryan, mates; J. Power, chief engineer; G. Comstock, quartermaster of supplies; and J. Thoner, radio operator. Sounds like a full complement, what?

The crew will be divided in two, to stand alternate watches—four of five hours each and one of four hours. This system was used last summer on the Northern Light and proved very efficient and easy on the crew. Under this schedule, the watches change within an hour of the usual feeding hours—six and twelve. This allows reasonable time to dress and eat and reduces work for the mess crew. During midnite watches, sandwiches and hot coffee will be on hand in the galley.

The steward's detail will consist of three men, changed every day. They will be stationed below to see that the cabin is kept in order and cook and serve the meals. One of cabin watch will be detailed to drop everything and hop to the assistance of the Chief Engineer when called. We hope we're not around when he drops it.

Radio Eats

If we wanted to write this like a steamboat "ad" we would say "the cuisine is incomparable" or something like that, but the grub list is decidedly interesting, and with "Commy" in charge, the meals will be good. Arrangements have been made so that orders for supplies will be radioed to the provisioners and the stuff will be on the dock when the schooner arrives. In this way a minimum of time will be wasted in port and tars will have all the sailing possible.

At "sea," the morning will be taken up with regular ships duties, but the afternoon will be devoted to instruction in seamanship and navigation suited to the rating of the members of the crew. In the evening various forms of jollification may be indulged in.

With this kind of program outlined it is small wonder that the first two cruises are already made up and the third nearly so. The sailing schedule and tariff is appended. For more information call on the Chief Portmaster at Fleet Headquarters—37 So. Wabash.

Schedule

June 23-24—Michigan City Race and Return.
 June 30-July 13—Cruise to Mackinac Island and return, down east shore.
 July 14-July 27—J. P. Y. C.'s fleet cruise up East Shore to White Lake and return.
 July 28-Aug. 10—Mackinac Race to Mackinac Island and return down west shore.
 Aug. 11-Aug. 17—Open for ship inspections and short cruises.
 Aug. 18-Aug. 25—Cruise to Milwaukee and return.
 Aug. 27-Sept. 2—Cruise to White Lake, Milwaukee and return.

There will be week-end cruises after Labor Day as long as weather conditions permit.

Tariff

A deposit of \$2.00 must accompany each application. The cost of cruises will be as follows:

Two weeks' cruise	\$20.00
One week cruise	10.00
Week end cruise	3.00

All applications must be mailed to the office of the Chief Portmaster as soon as possible.

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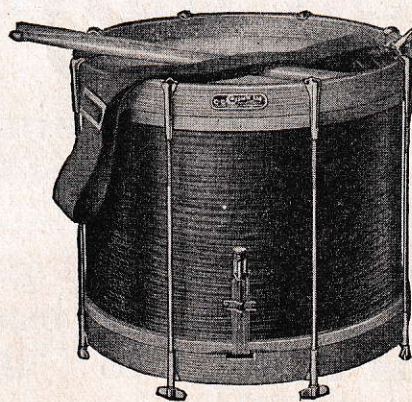
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HANDICRAFT FOR HANDY BOYS, by Albert Neely Hall (Lothrop) \$2.50
Two admirable books. Instruction is given as to how to handle tools, equipment of workshop, and how to make things for indoor and outdoor pastimes. Many suggestions as to how to earn money by means of handicraft.

AMERICAN BOYS' HANDY BOOK OF CAMP-LORE AND WOODCRAFT, by Dan C. Beard (Lippincott) \$3.00
Here's a book to fill with delight the heart of every honest-to-goodness outdoor boy.

DO IT YOURSELF, by Dan C. Beard (Lippincott) \$2.50

BOY RIDERS OF THE ROCKIES, by Frank H. Cheley (Wilde Co.) \$2.00

THE YOUNG FOLKS BOOK OF FISHES, by Ida Mellen (Dodd, Mead) \$2.00

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